BOOKBINDING by European method with the best material and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

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Hongkong Daily Press.

ESTABLISHED 1857.

GOLD MEDALS PARIS 1878 1889
JOSEPH GILLOTT'S PENS.
Of Highest Quality and Having Greatest Durability are therefore CHEAPEST
The Only Award Chicago, 1893
NUMBERS FOR USE BY BANKERS
Barrel Pens, 775, 216, 262.
Ship Pens, 332, 909, 287, 158, 404, 7,000.
In Fine, Medium, and Broad Points
THE NEW TURNED-UP POINT, 1042
All

No. 13,010 號十一零千三萬壹第 日二十月十年五十二緒光 HONGKONG TUESDAY, NOVEMBER 14TH, 1899. 二拜禮 號四十月一十年九十百八千壹英港香 PRICE $2½ PER MONTH.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c, should be addressed DAILY PRESS *only, and special business matters* THE MANAGER.

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Telegraphic Address PRESS. *A.B.C. Code.*
P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE Ward Room Officers H.M.S. "ENDYMION" will NOT BE RESPONSIBLE for any DEBTS contracted by their Messman AH TONG.

Hongkong, 14th November, 1899. [2851

MAP OF THE NEW TERRITORY.

A LIMITED Number of Copies of the Latest MAP of the NEW TERRITORY, on a scale of 2 inch to a mile, can be obtained at the Office of the Director of Public Works. Price: Five Dollars.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 9th November, 1899. [2837

CONSULATE GENERAL OF PERU.

BY authority of the CONSUL GENERAL for PERU in ASIA, I make known to Shipmasters and Shippers of Cargo to Peru that the appointment of Mr. J. GRANT SMITH as CONSUL, having been cancelled by decree of the Government of Peru dated the 7th July, 1899, hereafter all documents will be certified at the Offices of the Spanish Consulate. The Public are cautioned that any certificate that is not made out at the above mentioned Offices will be considered NULL and VOID, the Ship and Merchandise being subject to the penalties provided in the Consular and Commercial Regulations.

Hongkong, 11th November, 1899.
FELIPPE ROMERO,
Chancellor of the Consulate General for Peru in Hongkong.
2852

GOVERNMENT NOTIFICATION.
No. 608.

THE following Particulars of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 20th day of NOVEMBER, 1899, at 3.00 P.M. are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 4th November, 1899. [2848

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 20th day of NOVEMBER, 1899, at 3.00 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor to Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square Ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1,670.	Between Macdonnell and Seven Roads.	57'.6" 133'.3" 66'.6" 100'.0"	92 144	138	98	57,360	936	11,560

GOVERNMENT NOTIFICATION.
No. 609.

THE following Particulars of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 20th day of NOVEMBER, 1899, at 3.15 P.M. are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 4th November, 1899. 2849

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 20th day of NOVEMBER, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land near To Kwa Wan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor to Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square Ft.	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Marine Lot No. 27.	Kowloon Bay, near To Kwa Wan.	340	380	190	130	67,300	300	7,680

NIPPON YUSEN KAISHA.

FROM ANTWERP, LONDON, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"INABA MARU"

having arrived from the above ports on the 9th inst., Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns, where they will be examined on Wednesday, the 15th instant, and Saturday, the 18th instant, both days at 10 A.M., upon notice of such damage being sent in beforehand to this office.

All claims must reach the undersigned before the 18th instant, or they will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 9th November, 1899. [2843

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Douglas, will be despatched for the above ports TO-MORROW, the 15th instant, at DAYLIGHT.

For Freight or Passage apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 13th November, 1899. 2844

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Hodgins, will be despatched for the above port TO-DAY, the 14th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 13th November, 1899. 2846

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 16th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 13th November, 1899. [2847

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (TUESDAY),

the 14th November, 1899, at 2.30 p.m., at his Sales Room, Duddell Street,—

12 ENGLISH BICYCLES (NEW) (of Humber, New Champion, The Kinglet, and Starley Makes).

And,

1 BILLIARD TABLE, by Lassrat & Co., in fair condition.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 13th November, 1899. 2838

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (TUESDAY),

the 14th November, 1899, at 2.30 P.M., at his Sales Rooms No. 8A, Queen's Road Central,

COLOURED TWEED, SCOTCH TWEED, SERGE, FLANNEL, and FLANNELETTE in Suit Lengths.
PIECES of WHITE and COLOURED FLANNEL.
WHITE SHIRTS, UNDERSHIRTS, CASHMERE SOCKS and STOCKINGS, SILK SCARVES.
LADIES' DRESS MATERIALS, SHAWLS, LADIES' SHOES.
WHITE & SCARLET BLANKETS, &c., &c., &c.

TERMS OF SALE.—As Customary.

V. T. REMEDIOS,
Auctioneer.

Hongkong, 13th November, 1899. [2839

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

THURSDAY,

the 16th day of November, 1899, at NOON, on board

A PARTIALLY CONSTRUCTED HULL OF A STEAMER,

NOW LYING AT YAUMATI.

Length over all ... 166'
Breadth ... 28' 2"
Depth ... 20'
Material: Wood.
Capacity: 650 tons deadweight.

A Steamlaunch will convey intending purchasers from Pedder's Wharf at 11.30 a.m. on day of Sale.

TERMS:—One third of the purchase money to be paid on the fall of Hammer, the remainder on delivery within one week from date of Sale.

For further Particulars apply to
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 27th October, 1899. [2707

TWO LECTURES will be delivered in the CITY HALL by MR. CUTHBERT LAYTON, from England.

1.—TO-DAY (TUESDAY), November 14th. The Second Coming of the Lord Jesus Christ. Signs of the Times, and Impending Judgments.

2.—THURSDAY, November 16th. The Unity of the Church:—What is it, and why necessary for the days in which we live?

Lectures at 5.30 p.m. Doors Open at 5 o'clock. All Seats Free. No Collection.

Hongkong, 13th November, 1899. [2836

NOTICE.

HOPKINS' BUTCHERY of Shanghai have again the pleasure to inform their numerous Customers in Hongkong that their regular Season for PRIME BEEF, MUTTON, PORK SAUSAGES, GAME, BRAWN, and GAME PIES, &c., commences from this day. All orders are respectfully solicited and will meet with their usual attention and prompt despatch.

L. HOPKINS' BUTCHERY,
Corner of Ningpo & Szechuen Roads,
Shanghai.

1st November, 1899. [2772

COOKING RANGES

ENGLISH MADE
IN 5 SIZES
FROM $30.

OIL COOKING STOVE

SPECIAL ATTENTION IS CALLED TO OUR STOCK OF

OIL WARMING STOVES
FOR OFFICES, &c.

LANE, CRAWFORD & CO.

31a

JUST LANDED.

GIESLER & CO.'S, CHAMPAGNE.

MAGNUMS—BOTTLES—½ BOTTLES.

One of the most popular brands in ENGLAND and the UNITED STATES.

CALDBECK, MACGREGOR & CO.,
Sole Agents for
Hongkong, China, Japan, the Straits Settlements, the Philippines and British North Borneo.

15, Queen's Road,
Hongkong.
Estd. 1864.

Telephone No. 75.
33a

INSURANCE.

THE STANDARD LIFE ASSURANCE CO.

is one of the largest and best known of the BRITISH LIFE OFFICES.

Funds exceed Nine Millions Sterling.

Annual Revenue over One Million One Hundred and Fifty thousand.

For full Particulars, rates, &c., apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th November, 1899. [1—a1394

ENTERTAINMENT

THEATRE ROYAL,

A GRAND VARIETY CONCERT will be given on TOMORROW EVENING (WEDNESDAY), the 15th November, 1899.

THE Programme is one of the fullest and best that has ever been given in Hongkong, and will consist of SONGS (Comic and otherwise), DANCES, SLEIGHT-OF-HAND, AND STUMP SPEECHES, BY OUR BEST TALENT. THE WHOLE TO CONCLUDE WITH A SCREAMING FARCE, entitled "THE HANDY MAN," by the ROYAL ENGINEERS' VARIETY CLUB.

The Artistes include:—Messrs. G. Lammert, C. Crispin, R. J. Bentley, A. M. Gale, W. J. Terrill, E. J. Yarwood, W. Pearce, C. McCann, H. Franklin (one of the First Actors to visit Japan and China), J. H. Orberry, Sergts. Viggers, Ward, Mepham, Howell, Cpls. Simmons and Walsh, and others.

Mr. A. G. Ward, Sergt. Mepham, and Spr. Long, Accompanists.

THE BAND OF THE HONGKONG REGIMENT will form the Orchestra.

ADMISSION:
Dress Circle and 4 Rows of Stalls, $2; Pit, $1. Sailors and Soldiers in Uniform half price to the Pit only.

To commence at 9 o'CLOCK Sharp.

Plans Open at ROBINSON PIANO CO.

Hongkong, 11th November, 1899. [2831

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that L. SCULFORT & CO. carrying on Business at Victoria in the Colony of Hongkong and elsewhere as Merchants have, on the 3rd day of October, 1899, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK.

The distinctive device of a Chrysanthemum flower with a stem or stalk bearing two leaves one on each side.

in the name of L. SCULFORT & Co. who claim to be the Proprietors thereof.

The TRADE MARK has been used by the applicants since the month of January, 1899, in respect of the following goods:

Cotton Piece Goods of all kinds in class 24.

and

Cloths and stuffs of wool, worsted or hair and not particular forms braids in class 34.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 14th day of October, 1899.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.

2601

RAMBLER CYCLES,

AT $180.

ALL that are anticipating purchasing a wheel for next season, should before deciding on their mount inspect the Ramblers in the HONGKONG HOTEL Corridor.

The best value on earth for the Money. Double tyres and steel rims and all the latest improvements in Cycle Construction. Accessories of every description.

RAMSEY & CO.,
The Rambler Agency.

Hongkong, 20th September, 1899. [a2388

VICTORIA
CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

McKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899 [a2461

JAPANESE CURIOS.

JUST RECEIVED.

THE following Goods for CHRISTMAS PRESENTS; Cloisonne Ware, Satsuma Ware, Screens, Hemp Rugs, Lacquered Bars, and Plain Wood Frames; New Style of Christmas Cards, &c., &c.

A DISCOUNT OF TWENTY PER CENT. from present Price for two weeks from next Monday.

FUJIYAMA & CO.,
No. 9, D'Aguilar Street.

Hongkong, 10th November, 1899. [2802

CHRISTMAS.

Ladies and Gentlemen intending to send their PHOTOS and GREETINGS home for the Christmas Season would repay their trouble by favouring us with a call, and inspect our CHRISTMAS PHOTO MOUNTS and CHRISTMAS CARDS.

ARTISTIC CABINET PHOTO MOUNTS for pasting on likenesses, with compliments and Christmas Mottos blocked in Real Gold, Silver, and Colours, with Envelopes ready for posting. From $3.60 to $6.00 per dozen.

ALSO

A GREAT VARIETY OF PHOTOGRAPHIC CHRISTMAS CARDS illustrating Hongkong and China scenes and Chinese characteristics. From $2.40 to $3.60 per dozen.

A CHEE & CO.,
PHOTOGRAPHIC GOODS STORE,
17A, QUEEN'S ROAD CENTRAL,
Few doors East of Hongkong Hotel. [a2698

PEERLESS SCOTCH WHISKIES

OF
HAIG & HAIG, LD., Distillers since 1679.

3 Star, SPECIAL—The finest of all "Pot" WHISKIES, at ... $13.00
5 Star, LIQUEUR—Exquisite flavour, best in the World for Club or Private use at ... $19.00

Stop drinking rank, Smoky Stuff, known as "it burns through the Soda"—

Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured. Once tried, preferred to all others. Sole Agents for Hongkong.

28a F. BLACKHEAD & Co.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brand are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
$22.50 per doz.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, $16.75 per doz.
Less old than the above.

THE ELITE OF WHISKY:—
THE "PALL MALL,"
$20 per doz.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL BLEND WHISKY,
$10.75 per doz.
Very soft, palatable, and mature.

C. P. & CO.'S INVALIDS' PORT,
$20 per doz.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassall.

DOURO PORT,
$14.25 per doz.
A fine, full, and fruity wine.

AMOROSO SHERRY,
$20 per doz.

LA TORRE SHERRY,
$15.75 per doz.
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—D.O.M.,
$39.75 per doz.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICES.

Agents—SIEMSSEN & CO., HONGKONG. [a40

BISMARCK & CO.,

28A, PRAYA CENTRAL.

SHIP CHANDLERS, PROVISION, and COAL MERCHANTS, have for sale Paints of all kinds, Engine Oil, English and Japanese Coal, &c. Just received a shipment of HAWSERS of 1a Patent CAST STEEL WIRE ROPES, IRON BEDS, INDICATOR and BELL with Nos. 6 to 24, Russian hemp, tar red ropes 1" to 5". Moet & Chandon Champagne. Sole Agents for DEEWS & Co.'s KIEL IMPERIAL and LAGER BEER. [a2645

RAINIER BEER.

PURE, SPARKLING, INVIGORATING AND HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America."

PRICE:—
Per Case of 6 dozen PINTS ... $13.50 net.
" " 4 " QUARTS ... $13.50 net.

Apply to the newly-appointed

SOLE AGENTS for Hongkong and South China

A. S. WATSON & CO., LTD.

2768a

JUST RECEIVED.

A CONSIGNMENT OF AMERICAN GRAPHOPHONES OF DIFFERENT SIZES.

WITH A FINE ASSORTMENT OF RECORDS

OF VOCAL AND INSTRUMENTAL MUSIC, INCLUDING THE LATEST ENGLISH AND AMERICAN SONGS.

ALSO ON HAND

BLANKS (CLEAN SHAVED CYLINDERS).
MODERATE PRICES.

G. GIRAULT,
6, QUEEN'S ROAD CENTRAL.

38a

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL.

2813

MOET & CHANDON'S

WORLD FAMED

DRY IMPERIAL 1893.

SOLE AGENTS

H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS, 12, QUEEN'S ROAD.

Telephone No. 135.

VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY
(in Square Bottles).
One of the Oldest and Best known Whiskies in the Colony.

FINE OLD CLAYMORE WHISKY.
FINEST OLD SCOTCH WHISKY.
Specially bottled for us by USHER & Co.
LOCHABER SCOTCH WHISKY.
A very fine blend, Matured and Mellow.
QUEEN'S CHOICE LIQUEUR SCOTCH WHISKY.

THE VICTORIA DISPENSARY,
QUEEN'S ROAD. [a32

COTTAM & CO.

HAVE RECEIVED A NEW STOCK OF WINTER UNDERCLOTHING AND THE LATEST STYLE IN SCARVES AND COLLARS. a34

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [43

MOUNT KELLET PRIVATE HOTEL.

NO. 6, DES VŒUX VILLAS, PEAK.

PROPRIETRESS, MISS CALDWELL.

Hongkong, 23rd September, 1899. [2411

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at Victoria Gap, adjoining the Tramway Terminus, 1,350 feet above sea level.

CRAIGIEBURN is situated at Plunkett's Gap, five minutes, walk from Peak Hotel.

Fine healthy location—variety of beautiful scenery.

Cool southerly breezes in Summer, with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR, Manager.

City Office, 7, Duddell Street. [a77

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG,

A FIRST-CLASS PRIVATE FAMILY HOTEL.

VISITORS WILL FIND THE WAVERLEY HOTEL UNSURPASSED FOR COMFORT, CLEANLINESS, AND GOOD COOKING. [1921

METROPOLE HOTEL,

SAUKIWAN ROAD.

UNDER entirely new Management.

Finest Brands of Wines, Spirits, and Beers.

BILLIARDS.

Telephone No. 123.

S. J. GRANVILLE,
Proprietor.

Hongkong, 14th October, 1899. [2634

HING KEE HOTEL,
(ESTABLISHED 1873)
MACAO.

THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE." [1780

"BOA VISTA" HOTEL
MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

Steam Launch for Picnic or Shooting parties.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Magnificent Saloon Steamer "HSUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer to and from Canton.

TOURISTS should not miss the chance of visiting this famous old City.

For Terms, apply

J. H. CHESNEY,
Manager.

Telegraphic Address, "Boavista." [2497

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. ...Every quarter of an hour
8.30 a.m. to 9.30 a.m. ...Every ten minutes.
9.30 a.m. to 10.45 a.m. ...Every quarter of an hour.
11.30 a.m. to 3.00 p.m. ...Every quarter of an hour.
3.30 p.m. to 6.30 p.m. ...Every quarter of an hour.
6.30 p.m. to 8.0 p.m. ...Every ten minutes.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m

SUNDAYS.

8.15 a.m. to 10.15 a.m. ...Every half hour.
10.30 a.m. to 11.00 a.m. ...Every ten minutes.
Noon to 2 p.m. ...Every quarter of an hour
2.45 p.m. to 8 p.m. ...Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st May, 1899. [a2491

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE

Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only.	With Powder and 1 oz. of Shot.
Primrose Cases ...	$5.65	$7.40
Pegamoid Cases ...	6.25	8.00
Ejector Brass Cases.	6.90	8.65

5% discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & Co.,
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897. [1757

SHIPPING.

ARRIVALS.

Nov. 12, SIBERIA, German str., 3,320, Braun, Kochinotzu 8th November, Coals.—CARLOWITZ & Co.

Nov. 12, SHANTUNG, British str., 1,835, Sales, Hongay 9th Nov., Coal.—BUTTERFIELD & SWIRE.

Nov. 13, IDZUMI MARU, Japanese str., 2,307, M. J. Curnow, Seattle via Yokohama, Kobe, and Moji 7th Nov., Flour, Matches, Cotton Yarn and General.—N. Y. KAISHA.

Nov. 13, CATHERINE APCAR, British str., 1,730, J. G. Olifent, Calcutta 28th Oct., and Singapore 7th Nov., General.—DAVID SASSOON, SONS & Co.

Nov. 13, SZECHUEN, British str., 1,153, A. H. Hall, Wuhu and Chinkiang 8th Nov., Rice.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
13TH NOVEMBER.

Tritos, German str., for Saigon.
Taiwan, British str., for Shanghai.
Thales, British str., for Swatow.
Haiman, British str., for Swatow.

DEPARTURES.

Nov. 12, MAR FLIST, Amer. sh., for P. Townsend.
Nov. 13, ESMERALDA, British str., for Manila.
Nov. 13, TAIWAN, British str., for Shanghai.
Nov. 13, INABA MARU, Jap. str., for Yokohama.

PASSENGERS.

DEPARTED.

Per *Esmeralda*, for Manila, Mr. Tobler, Mr. and Mrs. Cundall and 2 children, Messrs. E. Pugh, Williams, G. Jefferson, Andrews, Isaig Haim, M. Kaplan, H. Rosenthal, and J. R. Stuart.

VESSELS IN DOCK.

ABERDEEN DOCKS.—

KOWLOON DOCKS.—Isla de Cuba, Isla de Luzon, Simla, Formosa, H.I.G.M.S. Deutschland, Adolf Obrig, H.M.S. Linnet.

COSMOPOLITAN DOCK.—Don Juan de Austria, Mongkut, Hohenzollern.

TO-DAY.

Auction of Bicycles at Sales Rooms, Duddell Street, Mr. G. P. Lammert, 2.30 p.m.

Auction of Tweed, Serge, &c., at Sale Rooms, No. 8 A, Queen's Road Central, Mr. V. I. Remedios, at 2.30 p.m.

Lecture, by Mr. Cuthbert Layton, at City Hall, at 5.30 p.m.

Meeting of the Victoria Priory, at the Freemasons' Hall, at 8.30 for 9 p.m.

TO-MORROW.

Concert at Theatre Royal, at 9 p.m.

VICTORIA PRIORY.

A REGULAR MEETING of the VICTORIA PRIORY will be held at the FREEMASON'S HALL, TO-NIGHT (TUESDAY), the 14th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 10th November, 1899. [2821

PERSEVERANCE LODGE
OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held at the FREEMASON'S HALL, on THURSDAY, the 16th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 9th November, 1899. [2809

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Hongkong, 26th July, 1897. [42

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Hongkong, 4th November, 1899. [2771

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Hongkong 28th October, 1899. [2726

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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841. [28

NOTICE TO CORRESPONDENTS

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Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

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No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, November 14th, 1899.

MORE uneasiness appears to be felt at home with regard to the Russo-Japanese friction in Korea than the circumstances so far as they are known here would seem to warrant. It is, however, generally believed that a contest of strength between Russia and Japan is bound to take place sooner or later, and in the temper in which each of the two Powers views the other a very small spark might suffice to produce an explosion. The only point actually in dispute between them at the moment has reference to their respective concessions at Masanpo, a newly opened port in Korea. The Russians sometime ago arrived at the conclusion that this would be a favourable point at which to establish a coaling and docking station for their fleet, and a site for the proposed concession was fixed upon. The project, however, was not carried through with the celerity that under the circumstances of the case might have been expected. The result of this tardiness was that Japan, getting wind of the affair, promptly came in and bought up the water frontage from the native owners. Russia now demands her concession, and Korea, in the face of Japanese action, can only return a *non possumus*. The difficulty is in itself a trivial one and ought to be capable of easy adjustment were the two Powers animated by conciliatory sentiments. Unfortunately their sentiments are the reverse of conciliatory and it is within the bounds of possibility that the trumpery Masanpo affair may be elevated to the dignity of a *casus belli*, though neither Power can really attach very much importance to the point in dispute.

Japan keenly resents the action of Russia in the Liaotung affair, and is also very solicitous as to the maintenance of her own influence in Korea, while Russia, on her part is extremely jealous of the growing power of the Island Empire and is believed to aim at the entire exclusion of Japanese political influence from the Asiatic Continent. Russia, in pursuit of this policy, is reported not only to have taken up an aggressive attitude with reference to the Masanpo affair, but also to have addressed a remonstrance to China with reference to the despatch of Chinese students to Japan, the engagement of Japanese officers to drill the Chinese troops, and the reported engagement of a Japanese in the capacity of foreign adviser to the Chinese Government. Reports of this description are probably magnified in importance as they go the round of the press, and it is said that in Japan there are at present no visible signs of preparation for war. We are familiar enough with heated international controversies in the European press, and with strained relations that never reach breaking point, and in the case of Russia and Japan the probability is that their outstanding difficulties will in some way be tided over without resort to the arbitrament of war.

The jealousy of these two Powers, however, undoubtedly constitutes a menace to the peace of the Far East, and possible contingencies in this direction presumably have something to do with the British preparations, which, according to our telegram, exceed all known demands. In the event of a rupture taking place between Russia and Japan, with the possibility of other Powers being dragged into the quarrel, it would be necessary for Great Britain to be thoroughly prepared to protect her own interests, should they be in any way threatened. And in considering the possibilities of the case we cannot overlook the suggestion of the *Times*, that if Japan is convinced that there is to be war she may consider it imprudent to wait while her rival improves her position. At present Japan is believed to be in a fairly satisfactory position to meet Russia, but in four or five years, when the Siberian Railway is finished, Russia's strength will be materially increased. On the other hand, while Russia has been credited with a desire to avoid any breach of the peace until her railway communications are completed, there is a possibility that she may consider Great Britain's preoccupation in the Transvaal a favourable opportunity for pursuing a more vigorous policy in regard to the Far East than she otherwise might have done. There are very few absolute facts in the case upon which to base speculation, but there is an unmistakable feeling of uneasiness in the air.

There were 1,884 visitors to the City Hall Museum last week, of whom 188 were Europeans.

The only cases of communicable disease reported last week were one of diphtheria (fatal) and one of enteric fever in the harbour.

The United States, China, & Japan steamer *Catania*, from New York, left Singapore on the 12th instant, and is due here on or about the 17th inst.

Captain Hiraoka, who has been ordered to the scene of the Anglo-Boer war, was to leave Yokohama by the *Bingo Maru* on the 8th inst. and will tranship at Bombay for Natal.

The Hongkong Rugby Football Club will play the Royal Welch Fusiliers to-day at 4.30 p.m. The following will represent the H.K.F.C.:—H. E. Green, back; Dr. Tuck, P. Cox, M. Wilkinson, and H. Hancock, three quarters; W. Stevens and A. Williamson, halves; H. Morrell, W. Loring, A. McMurtrie, A. R. Izat, E. E. Deacon, H. Lewis, A. Beattie, and R. Castle (Capt.)

El Comercio reports the wreck of a British schooner on the island of Mindoro. It appears that the schooner left Hongkong for Manila with a cargo of petroleum, but bad weather carried her south until she struck a reef near Mindoro. The crew of six launched a small boat and were driven ashore near Palanig, where they were captured by rebels and carried to Yba, in Zambales province, where they are held prisoners.

The *Manila Times* says:—The *Retriever* affair is now cleared up and satisfactorily explained. She came here to be transferred to the Q.M.D., and it appears that a deed of transfer from the Hongkong Harbour Master's office was needed and had not been obtained. That is why Mr. Brown, owner of the *Retriever*, went back suddenly to Hongkong, and there was no reason whatever to infer that his departure had any other significance. The surmises about filibustering, etc., are all unfounded, and it is due to Mr. Brown to put the story right.

A daring case of purse-snatching was reported to the police on Sunday evening. Three German sailors alighted from rickshas in Queen's Road Central at the end of Graham Street, and one of them took out his purse to pay the coolies. While he held the purse in his hand a Chinaman who came up behind snatched it from him and decamped. The sailor followed, and when he saw that he was caught the thief threw the purse through a window, where it was subsequently found. He was caught in Pottinger Street and taken to the Central Police Station. Yesterday he was brought up at the Magistracy and sentenced to six weeks' hard labour.

At the Magistracy yesterday a Chinaman was committed for trial for attempting to pass counterfeit money. He went into a shop in Hollywood Road on Sunday and tendered some counterfeit coin in payment for some plush and velvet. The shopman refused the money and said he would call the Police. Defendant, becoming alarmed, paid for his purchases with a $5 note. The shopman handed him back the counterfeit money, but observing his customer had more bad coin in his possession he called an Indian constable and handed the man over to his custody. He was found to be in possession of 88 ten cent pieces and four 20 cent pieces, all counterfeit.

Lieut.-Colonel Keith Falconer, of the Northumberland Fusiliers, who is reported in to-day's telegram to have been killed in a skirmish in Cape Colony, served with the Dongola Expeditionary Force under Lord Kitchener in 1896, with the 13th Soudanese Battalion, including the engagement at Foiket and the operations at Hafir (mentioned in despatches, British medal and Khedive's medal with two clasps); in the operations in the Soudan in 1897-98, resulting in the capture of Abu Hamed and the subsequent occupation of Berber (Brevet of Major, clasp); and in the campaign in 1898 with the 1st Battalion Northumberland Fusiliers, and was present at the battle of Khartoum (mentioned in despatches, Brevet of Lieutenant-Colonel, clasp).

A return laid on the table of the Legislative Council yesterday, in reply to a question by the Hon. T. H. Whitehead, shows that in 1896 the the number of first-class private paying patients who made use of the Government Civil Hospital was 23, the number of days they occupied the hospital 375, and the money received $1,876. In 1897 the number of patients was 21, the number of days 189, and the money received $945. In 1898 the number of patients was 37, the number of days 485, and the money received $2,917. Of Government servants the numbers were, in 1896, 42; in 1897, 32; and in 1898, 21; the number of days being in 1898, 634, 1897, 519; and in 1898, 345; and the amount of money received in 1896, $265; in 1897, $521; and in 1898, $518. The return does not show the number of second-class patients.

PIRATICAL ATTACK ON A BRITISH STEAMER ON THE WEST RIVER.

The British steamer *Cheong Kong*, which arrived yesterday morning from Wuchow, was attacked by pirates on the voyage and was afterwards made use of by the pirates to effect the plunder of another craft. The vessel is owned by the Kwang Wan firm, and the Tung Kee firm are her agents. All went well on the voyage from Wuchow to Kamchuck, where she called to pick up passengers. She left Kumchuk again at 4 p.m. on Sunday, and about a quarter-of-an-hour later the crew commenced to search the passengers, a usual proceeding, to ascertain if any of them had arms. A number of pirates who had came on board as passengers at once produced revolvers, assumed a threatening attitude, and overawed the crew, the master of the steamer being wounded. There were about seventeen *bona fide* passengers on board. The pirates ransacked the passengers' luggage, collected everything of value on the steamer, and compelled the master to steam to Cha Tau San, where they landed their plunder. This having been accomplished they used the steamer to make an attack on a junk towed by a steam-launch. The steam-launch at once opened fire, which the pirates returned, the battle lasting for about half-an-hour, when the launch cast off her tow and steamed away, leaving the junk to the pirates' mercy. The latter then boarded the junk and made a rich haul, as they found on her seventeen cases of opium and a box of gold coins valued at about $2,000. They then steamed back to Cha Tau San, where they landed with their booty, and allowed the *Cheong Kong* to resume her voyage to Hongkong.

TELEGRAMS.

("DAILY PRESS" SERVICE.)

LONDON, 12th November.

THE WAR.

THE QUESTION OF ANNEXATION DISCUSSED.

The Ministerialist journals vehemently resist the contention that Lord Salisbury's Guildhall speech means that the Transvaal is not to be annexed.

ARE THERE TO BE FOREIGN COMPLICATIONS.

Although Lord Salisbury in his Guildhall speech scouted the idea of foreign complications, nevertheless the preparations that are being made exceed all known demands.

SKIRMISH IN CAPE COLONY.—A BRITISH OFFICER KILLED.

A skirmish has taken place in Cape Colony in which Captain Keith-Falconer, of the 5th Northumberland Fusiliers, was killed.

METHUEN'S DIVISION.

Methuen's Division is on the march, evidently for Ladysmith via Colenso, and will probably take seventeen days to arrive there.

BOER REPULSE AT MAFEKING.

The Boers have sustained a severe repulse at Mafeking.

THE KOREAN QUESTION.

"THE TIMES" ON RUSSO-JAPANESE RELATIONS.

The *Times* says there is increasing friction with reference to Korea, but precipitate action would be deplorable. Japan is prudent, but may consider it imprudent to wait while her rival improves her position.

HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

His EXCELLENCY the GOVERNOR (Sir HENRY BLAKE, G.C.M.G.).

His EXCELLENCY Major-General GASCOIGNE, C.M.G. (Commanding the Troops).

The Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

Hon. H. E. POLLOCK (Acting Attorney-General).

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. R. D. ORMSBY (Director of Public Works).

Hon. Dr. HO KAI.

Hon. T. H. WHITEHEAD.

Hon. E. R. BELILIOS, C.M.G.

Hon. WEI A YUK.

Hon. J. J. KESWICK.

Mr. R. F. JOHNSTON (Acting Clerk of Councils).

FINANCIAL MINUTES.

The COLONIAL SECRETARY laid on the table financial minutes Nos. 20 to 24 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded and the motion was carried.

A CORRECTED STATEMENT.

The COLONIAL TREASURER (in laying on the table "Financial returns accompanying the draft estimates for 1900") said—I have to request honourable members to accept this amended statement in place of one laid on the table some weeks ago. There was an unfortunate clerical error which made the estimated balance of assits at the end of this year larger than it should have been. I may say however, that indications show that since this statement was made out the original balance of $413,000 odd will be more than exceeded at the end of the year.

The Hon. T. H. WHITEHEAD—In connection with the corrected statement laid on the table, it appears from the statement dated 13th March that the balance of assets on the 31st December last year was $213,000 odd, but I see that in the statement dated 29th September the balance of assets for 1898 have increased to $251,000 odd. The statement as it stands is incomprehensible and unintelligible without some explanation. There cannot be two different balances of assets on the same date. Either one or the other must be correct or wrong. An explanation should be given in the statement. There can only be one balance of assets on a fixed date.

The COLONIAL TREASURER—This is the form in which it has been published in former years. However, I will have the matter looked into.

The Hon. T. H. WHITEHEAD—In the statement dated 13th March there is an item "Less balance of 1893 loans $123,000." It would be a matter of very great interest to members of the Council if in connection with the estimates for next year a statement were provided giving details of the expenditure on each public work for which the money was borrowed, and whether there is any balance of the loan remaining.

The COLONIAL TREASURER—That shall be given.

QUESTIONS.

The Hon. T. H. WHITEHEAD—I rise to ask the questions of which I have given notice and which stand in my name.

The questions were as follow:—

(1.) With reference to the report dated 9th May last of the Principal Civil Medical Officer, which gives the number of first class private paying patients as 65 for 1896, 53 for 1897, and 58 for 1898, will the Honourable the Colonial Secretary lay on the table a statement showing the average number of days the said patients occupied the Hospital in each of those years, the aggregate amount of money received in each of those years from first class private paying patients, and the estimated actual cost to Government of each of the said first class patients?

(2.) Will the Honourable the Director of Public Works lay on the table a statement shewing the area and the estimated value of the land at "Mountain Lodge" on which it is proposed to erect a summer residence for His Excellency the Governor?

The COLONIAL SECRETARY, replying to the first question, said—In reply to this question I beg to lay upon the table a statement giving the information desired, with the exception of that asked for in the last portion of the question. With regard to this, the Principal Civil Medical officer reports that to obtain the information asked for would entail much labour, and the employment of a special clerk, owing to the fact that the diet, extras, medicines, &c., vary each day with each patient, and to the difficulty of determining in accurate proportions the cost of the medical nursing and clerical staff respectively. The statement now laid on the table will be printed if honourable members so desire.

The Hon. T. H. WHITEHEAD—The items in question are so very limited that I do not think it is necessary to go to the expense of printing them; only I think they might previously have been given to the members.

The DIRECTOR OF PUBLIC WORKS—The reply to the second question is as follows: The area it is proposed to retain round Mountain Lodge is about 14 acres, most if not all of which was probably considered the policy of the former building. Fully 12 acres is within the Pokfulam drainage area and therefore unsaleable. The remainder is steep and rocky and may be valued at $5,000.

THE INSANITARY PROPERTIES BILL.

The Council went into Committee on the Bill entitled an Ordinance to make further provision for the sanitation of the Colony and to repeal certain enactments of the Closed Houses and Insanitary Dwellings Ordinance, 1894.

The consideration of clauses 7 and 8 had been left over. Clause 7 as originally printed read as follows:—

(*a.*) Every existing domestic building must be provided with an open space in the rear, by opening out on each floor one-half of the entire space intervening between the principal room or rooms and the main wall at the back of such building as well as the corresponding portion of roof, unless such building is already provided with an open and unobstructed backyard of at least fifty square feet in area.

(*b.*) For the purposes of this section any domestic buildings having two main frontages in different streets (other than corner houses) shall be regarded as two domestic buildings.

(*c.*) The Governor-in-Council shall have power, in special cases, to modify the foregoing requirements where such modification may appear necessary.

(*d.*) In no case may any obstructions whatsoever be placed or erected in these open spaces, with the exception of a bridge or covered way on each storey not exceeding three feet six inches in width when such bridges are necessary as a means of access to any part of the domestic building.

The ACTING ATTORNEY-GENERAL—The amendment I have to propose first of all is that the following words be added to sub-section *a* of clause 7:—"A window or windows, having a total area clear of the window frames of at least one-twentieth of the floor area of the principal room or rooms of such building, shall be provided opening into such open space." That, sir, is the amendment which has been circulated to honourable members. I think, perhaps, it would be improved if after the word "provided" the words "upon every floor" were inserted. I think, sir, that will be a very desirable provision to introduce into this Bill. I understand that there is going to be a good deal of discussion upon it. I understand it is going to be contended that this would be too great a provision to make at the rear of some of these domestic buildings, but I would point out that in cases where there would be any hardship caused by such a provision as this it is open to the Governor-in-Council, under sub-section *c* of clause 7, to modify the requirements where such modification may appear necessary.

The DIRECTOR of PUBLIC WORKS—I have looked into this question, and I think that what is proposed by the Honourable Attorney-General would provide for a much larger window than is necessary, and a window which in very many cases it would be impossible to put into a wall. Take a room of quite an average size—30 feet by 13½ feet, or 405 square feet. To provide a window one-twentieth of the floor area would mean a window five feet by four. The wall abutting on to this open space would only be 13 feet six inches. In many cases it would only be six feet or seven feet, and to put a window five by four in such a wall would be scarcely possible. There would not be sufficient wall to hold the window. It would be all window and no wall. In a room 40 by 13½ it would be more difficult still, and there are many rooms in the colony—in places like Bonham Strand—larger than that. I think it is not desirable we should have an immense number of exceptions to this rule and appeals constantly made to the Governor in Council or to the Sanitary Board for exemption. It would be much better to have a general rule. With that in view I have prepared the following amendment:—That at the end of sub-section *a* of clause 7 the following words be added:—"And must be provided on every floor with a window of at least ten square feet superficial area opening into such open space. The area of such window shall not be included in calculating the window area required by sub-section *a* of section 8 of Ordinance 15 of 1894." A window of ten square feet means a window of four feet by two and a half, which is a very respectable window indeed to a bed-room—quite enough to admit light and air into a room. In my opinion it would be quite big enough window in all the cases where such windows are required.

The ACTING ATTORNEY-GENERAL—I would like to hear what the Captain Superintendent of Police thinks about it.

The CAPTAIN SUPERINTENDENT OF POLICE—I think the window proposed by the Director of Public Works would be sufficient.

The Hon. C. P. CHATER—I think a very big window would be a great mistake. If you insist on a very large window the chances are that it would never be opened. It would be permanently closed, and, therefore, would not be the means of admitting more air into the room; whereas if you put in a window of the size suggested by the Director of Public Works the chances are that it would nearly always be kept open.

The amendment suggested by the Director of Public Works was accepted and passed.

The Hon. T. H. WHITEHEAD—I propose that at the end of sub-section *b* of clause 7 these words be added:—"If the entire depth from frontage to frontage exceeds 50 feet." The provisions of sub-section *b* as it stands would be unreasonable. I think that anything under 50 feet should not be regarded as two domestic buildings.

The ACTING ATTORNEY-GENERAL—Would not sub-section *b* meet the case? I presume the lawyer referred to by the honourable member are the houses between Jervois Street and Queen's Road.

The Hon. T. H. WHITEHEAD—Yes.

The Hon. C. P. CHATER—If it is laid down in the Ordinance it will be better. Architects will then know what they have to work upon.

His EXCELLENCY the GOVERNOR—Oh yes; I think it will be better to have it in the Ordinance.

The HARBOUR MASTER—Would it not be better to have the words "other than corner houses" after the first "building" instead of where they are?

His EXCELLENCY the GOVERNOR—I think it would be.

The amendments were adopted.

The Hon. T. H. WHITEHEAD—I would suggest that after the word "The" at the commencement of sub-section *b* the words "The Sanitary Board with the consent of the" be inserted.

The COLONIAL SECRETARY—I do not see any objection to the adoption of the proposed amendment. It practically amounts to the same thing.

The Hon. T. H. WHITEHEAD—It is extremely unlikely that the Governor would not approve of what the Sanitary Board had sanctioned.

The amendment was adopted and also the insertion of the words "of this section" after the word "requirements."

Clause 8 was then considered. As originally printed it reads as follows:—

"(*a.*) Every domestic building hereafter erected in this Colony (except in cases provided for by section 66 of the Public Health Ordinance, 1887, or coming within the terms of Articles of Agreement under the Praya Reclamation Ordinance, 1889) shall be provided with an open space in the rear in accordance with the following scale:—

Houses not exceeding 40 feet in depth, for each foot of width...	8 square feet.
Houses exceeding 40 feet but not exceeding 50 feet in depth, for each foot of width	10 square feet.
Houses exceeding 50 feet but not exceeding 60 feet in depth, for each foot of width	12 square feet.
Houses exceeding 60 feet in depth, for each foot of width	14 square feet.

"In no case may any obstructions whatever be placed or erected in these open spaces, with the exception of a bridge or covered way on each storey not exceeding three feet six inches in width when such bridges are necessary as a means of access to any part of the domestic building:

"Provided always that when the owners of a block of buildings agree to make and do make a lane opening at either end upon a public street, and free from obstruction throughout both vertically and horizontally, the foregoing requirements shall be modified as follows:—

Houses not exceeding 40 feet in depth: a lane not less than	6 feet wide.
Houses exceeding 40 feet but not exceeding 50 feet in depth: a lane not less than	8 feet wide.
Houses exceeding 50 feet but not exceeding 60 feet in depth: a lane not less than	11 feet wide.
Houses exceeding 60 feet in depth: a lane not less than	13 feet wide.

(*b.*) In computing the depth of a domestic building for the purposes of this section the depth of the kitchen shall be included in the computation of such depth in every case except when such kitchen is separated from the principal room or rooms of such building by an open backyard of at least six feet in depth extending the entire width of the back of such building and unobstructed except by a bridge on each floor not more than three feet six inches wide."

The ACTING ATTORNEY-GENERAL—After the words "domestic building" in clause *a* I proposed to insert the words which were circulated to honourable members after the words "Part of the domestic building" and also at the end of clause *a*. I propose that the words just added to clause 7 on the suggestion of the Director of Public Works be added instead.

This was adopted, and also the suggestions of the ACTING ATTORNEY-GENERAL to substitute "both ends" for "either end" and "thoroughfare" for "streets" in the same sub-section, paragraph 4.

The ACTING ATTORNEY-GENERAL—In clause 14 I think it would be an improvement if after the word "person" in line one the following words were inserted:—"And the secretary or manager for the time being of any." That will involve as consequential amendments that in line 3 instead of "the offender" "such person secretary or manager" should be substituted and then in the last line but one instead of "the offender" "such person, secretary, or manager" should be substituted. Then the clause will read:—"Every person, and the secretary or manager for the time being of any company, or corporation committing an offence against this Ordinance in respect of which no penalty is otherwise provided by this Ordinance shall be liable, upon summary conviction, to pay a fine not exceeding fifty dollars and in default of payment thereof to imprisonment with or without hard labour for a term not exceeding one month, and in any case where in the opinion of the Magistrate the offence is likely to be continued, the Magistrate may require such person, secretary, or manager to comply with this Ordinance within such time as he may direct and may inflict a further penalty not exceeding five dollars for every day after such date, during which such person, secretary, or manager shall fail so to comply."

These amendments were agreed to and the Council resumed.

THE ESTIMATES.

The next item on the agenda was—"Committee on the Bill entitled an Ordinance to apply a sum not exceeding two million six hundred and eighty-one thousand six hundred and fifty-one dollars to the public service of the year 1900."

The COLONIAL SECRETARY proposed that this item be discharged. He added that it had been originally intended to have a meeting of the Finance Committee at half-past two, but it was postponed, and members were not yet ready to proceed with the Bill.

The COLONIAL TREASURER seconded and the motion was carried.

The Council then adjourned until Thursday week, the meeting of the Finance Committee for the consideration of the Bill mentioned by the Colonial Secretary being fixed for the previous day.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding.

The CHAIRMAN said the first minute was one in which the Governor recommended the Council to vote a sum of $1,400 in aid of the following votes:—Provision for Prisoners $900.00, Fuel and Soap $500.00, Total $1,400.00.

Carried.

The CHAIRMAN said the next minute was one in which the Governor recommended the Council to vote a sum of $4,019.95, in aid of the following votes:—Provisions $2,800.00, Medical Comforts $200.00, Fuel and Light $300.00, Washing $60.00, Incidental Expenses $400.00, Coal for Health Officer's Launch $130.00, Repairs for Launch $129.95, Total $4,019.95. He added that the Principal Civil Medical Officer explained that the excess in provisions and medical comforts was caused by the increase in the number of patients, there being 120 more up to the 31st October than in the corresponding period last year. Then more money had had to be paid for milk owing to the outbreak of rinderpest having obliged the Hospital to go to a fresh place for milk.

Carried.

The CHAIRMAN said the next minute was one in which the Governor recommended the Council to vote a sum of $7,700, in aid of the vote "Telegrams sent and received by Government." This increase had been chiefly caused by telegrams sent in connection with the Kowloon extension, the West River, and other matters.

Carried.

The CHAIRMAN said the next item was one in which the Governor recommended the Council to vote a sum of $14,000 for the purchase of arms and other stores for the Police Force. It had been considered desirable to re-arm the Police Force with the Martini-Enfield carbine.

Answering the Hon. T. H. WHITEHEAD, the CAPTAIN SUPERINTENDENT OF POLICE said the old carbines were practically worn out and would not realise much if offered for sale.

The CHAIRMAN—I am sure if we can get a good price for them we shall do so.

Carried.

The CHAIRMAN said the next item was one in which the Governor recommended the Council to vote a sum of $27,000 in aid of the following votes in the Sanitary Department:—Incidental—Conveyance Allowance $250.00, Uniform for Staff $650.00 Electric Lighting of Central Market $1,200.00 Watering Streets, $800.00, Total $2,700.00.

Carried.

The was all the business.

HONGKONG VOLUNTEER CORPS.

'C' MACHINE GUN CO.

The first monthly competition for 'Capt. Potts' Cup' and 'The Gubbay Cup' took place on Sunday, and resulted in a somewhat easy win by Gunner Baldwin with the creditable total of 100 (not 95). Following were the best scores:—

	200	400	500	Keep	Total
Gunner Baldwin *	31	33	31	5	100
Sergt. Rodger *	25	31	28	12	96
Corpl. Toller *	28	34	31	8	93
Corpl. Bevan *	25	27	30	21	93
Gunner Mills	24	20	26	21	91
Corpl. Sherwin	22	27	22	18	89
Corpl. Smillie	16	28	32	11	87
Bombdr. Baillie	22	28	19	18	87

* Winners of Spoons.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE SUPPRESSION OF PIRACY BY THE CHINESE AUTHORITIES.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I note in your issue of to-day that you publish the translation of a notification issued by the Chinese officials intended for killing two birds with one stone; it is truly a most ingenious and inglorious document.

The aforesaid document opens out with the information that piracy on the North, West, and East Rivers and their deltas is solely due to the disobedience by the launch owners,—who by the way are striving to develope trade, which it is to their interest to do—of the orders of the Viceroy and the Commissioner of Customs, and it then proceeds to formulate rules by which each launch is to, at its own expense, supply four customs and lekin officials, by the aid of whom the foreign and native trade of the Southern Provinces is, under the pretence of searching for arms and the suppression of piracy, to be effectually squeezed to its utmost limit and the responsibility of maintaining order shifted from the shoulders of the proper persons, the officials, to those of the merchants and traders. No wonder the traders protest and feel the full force of the adage "Save us from our friends."

That those foreigners who are in receipt of enormous salaries from the Chinese Government and are interested in preserving the present order of affairs, i.e. rampant piracy and disorder, rather than call in the control of the British Government, are found to formulate specious excuses for the failure of the Chinese Authorities to maintain order, is not altogether strange, for they but exhibit a common form of human nature. You have dealt with their excuses in your leading article and showed their hollowness.

There is, however, a phase of the piracy you record, the holding up of salt junks for ransom, which you have not dealt with editorially and on which, with your permission, I will say a word.

The salt gabelle all over China is a perquisite of the Imperial Clan and all the Salt Commissioners are Imperial Clansmen, as well as are many of the subordinate officials in that department. Hence in holding up salt junks, carrying government salt, for ransom, the pirates show that they dare to and are able to levy black-mail on the Government itself. The proclamation you publish a translation of shows the impotence of the Government in dealing with the forces of disorder, yet at this inopportune moment the British Government at the requisition of the Peking Authorities hand over the Shamchun district, bordering on this colony, to those forces of disorder rampant everywhere in the districts beyond the control of our own military and police. We may, surely, expect this foolish step to be followed, ere long, by the recrudescence of armed robbery within the colony itself, and our own police authorities will have, thus, extra work thrown upon them, for which those responsible for the retrocession of the Shamchun district will be solely to blame.

OBSERVER.

Hongkong, 13th November, 1899.

VITA NUOVA.

Tutti li miei pensieri parlan d'amore.
Dante Alighieri.

We sat together in the gloom,
With hearts too full for common speech,
With grief and joy beyond words reach.

Say! *Say you love me!* *Say so, Sweet!*
—A mute reproach from tear-thronged eyes,
A half-heard sob, faint kisses, sighs,
And then your answer, calm and clear,
Came to me as though heard in sleep
—*I cannot, Dear! It lies too deep!*

Some day, may be, you'll know it all:
My own dear Heart, don't ask again!
You do but give me needless pain.

At present, merely let me lay
My tired head upon your breast:
Just now, I crave nought else but rest

And time to think of this strange thing,
This miracle, that carries me
Along some current, to a sea

Of large-eyed dawn and new-won life.
First kiss my lips, then let me lie
And think; and after that, I'll try

To say the words you long to hear:
The light is yet too strong, the stream
Too much for me. There, let me dream.

D.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST NOVEMBER.

	1898	1899
Tytam	4ft. 2in. above overflow	1ft. 5in. above overflow
Pokfulam	4ft. 2in. above overflow	5ft. 4in. below overflow.
Wongneichoong	.....	15ft. 6in. below overflow

STORAGE GALLONS.	1898.	1899.
Tytam	324,880,000	395,620,000
Pokfulam	66,360,000	54,000,000
Wongneichoong approximation only	.....	15,000,000
Total	461,240,000	464,620,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF OCTOBER.

	1898	1899	
Consumption	108,151,000	107,586,000	gals.
Estimated population	197,000	202,500	
Consumption per head per day	17.9	17.14	gals.

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF OCTOBER.

	1898	1899	
Consumption	7,172,000	8,620,000	gals.
Estimated population	26,200	27,400	
Consumption per head per day	8.8	10.14	gals.

The Government Analyst reports that the water is of excellent quality.

R. D. ORMSBY,
Water Authority.

HONGKONG TO WUCHOW.

At a time when the West River has become somewhat notorious,—firstly, by reason of its waters having been nominally opened to foreign trade and navigation; secondly, on account of this privilege having, like many another Chinese concession, proved less valuable than expected owing to official duplicity; and, thirdly, because of the piracies which have become chronic in the district through which it courses;—a brief account of the voyage to Wuchow, the present head of steam navigation, may induce others to venture on a trip fraught with much interest and made under pleasant conditions.

The three steamboat companies—the Hongkong, Canton, and Macao Steamboat Co., the China Navigation Co., and the Indo-China S. N. Co.—have placed two steamboats, specially built for the trade, on the line between Hongkong and Wuchow, calling *en route* at the Treaty port of Samshui, and at the way ports Kongmun, Kumchuk, Shiuhing and Takhing. These steamers are designed for and do carry a large number of Chinese passengers, and they have good accommodation for 16 saloon passengers. The bulk of the cargo is conveyed in a lighter, will carry some 350 tons. The trip to Wuchow and back occupies four days and a night; that is to say, about 110 hours, including stoppages, which are frequent; and they leave Hongkong on Wednesday and Friday evenings, at 5 p.m.

I had greatly desired to see the country and its great commercial highway, and it was in the confident expectation of enjoyment that I went on board the steamer *Wuchow* on Friday evening, the 20th October, and joined a very pleasant little party of passengers who were of like mind with myself. The steamer left the wharf (the Douglas wharf) at 5.15 p.m. and having picked up her parasite (the lighter) in the quarantine anchorage we steamed off through the Capsuimun. The parasite carried kerosene below, and her deck was piled with the properties of a Chinese theatrical troupe, bound for Kongmun. After dinner, we passed Lintin, and about 9 p.m. entered the Kerr Channel through the Wang Moon entrance. This creek is narrow and the banks low, but the scenery soon becomes pretty.

It was about 4 o'clock in the morning that I was roused by the cessation of the screw and the outbreak of a hubbub consequent on the disembarkation of the Chinese Thespians with their baggage and properties. The steamer also disgorged a large number of other passengers.

At dawn I peeped out of my cabin window and observed that we were passing through a charming and productive country, pleasantly broken by hills; and about 8 a.m. we reached Kumchuk, where we only stayed a few minutes to drop some passengers. The gunboat *Tweed* was lying at anchor on the opposite side of the creek and looked far more imposing in her solitary state than she does when anchored in Hongkong harbour.

From hence our passage was through an opulent and highly productive country. Mulberry plantations lined the banks, and numerous towns and villages, all bearing evidences of considerable prosperity, were passed. At 9 a.m. the steamer was abreast of the extensive and populous town of Kow-kong, which stretches for miles along the river bank and spreads, to all appearance, a long distance inland. The massive towers of numerous pawnshops broke the monotony of the low roofs, and yamen and graduates poles were plentifully sprinkled among the mass of buildings, many of which are large well-built family mansions, embowered in clumps of venerable looking trees. This is one of the great centres of the silk district, and is famous for wealth and influence. Mr. Henry, in his book entitled "Ling Nam," states, as a proof of its importance, that at one time, Kow-kong was reckoned to be able to supply 300,000 troops to the Imperial army if wanted, and it is obvious from the view gained from the deck of the *Wuchow* that it is a place of first-class importance. But no steamer calls there. Probably it derives all its supplies from Canton.

Beyond Kow-kong the river broadens out and several pagodas are passed, until about fifteen miles further up it sweeps round a point marked on the chart as Poo Gee Kok, where the current is very strong. Just beyond this rises on a bold point Kumchow Pagoda, a fine tower of seven stories in good condition, at foot of which lies a small picturesque island. Some large brick kilns were next passed, on the banks, where the blue bricks so well known in Kwangtung are manufactured. These are baked with fuel brought down the river from upper Kwangtung and Kwangsi, consisting of grass, twigs, and other vegetable refuse. It is stacked neatly on flat boats and is generally accompanied by another craft carrying a similarly sized stack of fuel for the buffaloes who are used in making the brick fields. A curious sight is presented in these brickfields by the scores of mat umbrellas dotted about under which the men shape the bricks. The collection of this fuel and fodder constitutes quite an important industry further up the river.

A few miles further and the steamer enters a creek, near the entrance to which on the south bank stands the Treaty port of Kongkun, of which all that can be seen is a rather fine temple and some few good houses, but it is quite insignificant, though it is almost directly opposite to the mouth of the North River, which here debouches, forking in two channels round a log-of-mutton shaped island called Lo-sh-chow or Rattlesnake Island, a low flat cultivated island. Just beyond the further arm of the North River, on the northern bank, is Ho-kow, the port of Samshui, which city lies about a mile away inland, its walls, pawnshop towers and pagoda being conspicuous owing to a slight rise in the land. Ho-kow is merely an anchorage, marked by a line of insignificant buildings on the banks, broken now by the house of the Commissioner of Customs and a few new Chinese houses and godowns, and a considerable collection of native craft. The British Consulate is for the present located in a houseboat, and everything seems of a rather temporary character. The trade, however, is increasing, and the little port had a decided air of business. The steamers *Wuchow*, *Samshui* and *Cheungkong*, the gunboat *Sandpiper*, and several steam-launches combined to give it an animated appearance. It is, however, evident to the most superficial observer that, *malgré* the position of Ho-kow and Kongkun at the mouth of the North River, the proper site for the treaty port naturally should be Sainam, a large and flourishing town, with a population of about 40,000, about three miles further up the creek, and which was plainly visible from the deck of the *Wuchow*. I could see through a field glass the banks of the stream at Sainam were lined with craft of various kinds, and

enlivened by the presence of a host of native craft, which pack thickly to the east and all along the banks of the Fu-ho. Among these the peculiarly shaped cargo-boats at once attract attention. These have deep bulging sides, which, seen end on, have a remarkable appearance. They are built in this manner to render it difficult for the Customs officers to gauge the quantity of cargo and thus enable the crafty owners to evade payment of full duty. The city, which has a population estimated at 50,000, is fairly built and has a prosperous appearance. I went through the principal streets and found the shops well supplied both with native and foreign goods. The provision shops contained an abundance and a variety of fish, fruits, and vegetables. I noticed baskets full of small lizards for sale as food, and some of these are carried down to Hongkong, where they are sold as medicine for sick persons. I am sorry to say the Chinese skin these wretched reptiles alive, and they are sold without the skin, which apparently has some commercial value. The pewter ware, which is often supposed to be *specialité* of Swatow, is manufactured both in Wuchow and Shinhing; the designs at the latter city are more tasteful and characteristic. Wuchow possesses several fairly built but not peculiarly clean temples. On the opposite side of the street to a temple in the centre of the city is a rather striking gateway having three archways, with more pretensions to architecture than structures of the kind in China usually display. It certainly forms a most effective outlook from the street and approach to the river, which lies some forty feet below, down a shelving mud bank. On the way down to the landing place for small boats is planted a carved iron post said to have been one of a pair which formerly graced the approach to the Fu-ho, and to be upwards of seven hundred years old. Although neither the walls nor the temples show signs of any great age, it is known that Wuchow is a place of much antiquity. The city is said to have been erected in A. D. 592 and that an earlier town existed a little below the present site.

Wuchow is subject to floods in the summer, when the rivers rise many feet above their banks, or a total of more than fifty feet difference between summer and winter levels. I saw the flood marks on some trees near Messrs. Jardine, Matheson & Co.'s compound, which prove that at certain seasons the people have to betake them to the upper stories of their houses for refuge. These floods are, however, regarded very philosophically, and no provision is apparently made to cope with them. Whether they are, as some of the natives think, a not unmixed evil, is perhaps a matter for debate; but they do not appear to work much serious damage.

(To be continued).

EXPORT CARGOES.

Per steamer *Argyll*, sailed on the 29th Oct. For New York:—574 packages tea, 150 c'ds nut oil, 100 bags flour, 10 cases bristles, 20 cases human hair, 99 bales; bales canes, 28 cases Chinaware, 21c ases blackwoodware, 58 packages cassia, 25 casks China soy, 2,784 packages merchandise.

Per P. & O. steamer *Chusan*, sailed on the 11th November. For London:—66 bales raw silk, 1 case silk piece goods, 6 case feathers, and 1 case effects. For Lyons:—340 bales raw silk. For Milan:—5 bales raw silk. For Marseilles:—2 cases silks and 205 bales raw silk.

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Hongkong, 31st August, 1897. [310

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Hongkong, 17th September 1899 779

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Hongkong, 14th September, 1899 [2348

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Hongkong, 1st June 1899 48

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MITSUI BUSSAN KAISHA,
S. HASEGAWA,
Manager.

Hongkong, 1st August, 1898. [295

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LONDON	SHANHAI, F.C.A. Lyon, R.N.R.	About 16th November	Freight or Passage.
LONDON, &c.	BENGAL, S. Barcham	Noon, 25th November	*See Special Advertisement.*
SHANGHAI	COROMANDEL, F. W. Vibert, R.N.R.	About 25th November	Freight or Passage.
LONDON	MALACCA, G. E. Andrews	About 30th November	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 16th May, 1899. 1

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s.s. SUEVIA, Capt. Firsk	MARSEILLES, HAVRE & H'BURG (London with transhipment in Hamburg)	19th Nov.	Freight.
s.s. BAMBERG, Capt. Mayer	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 28th November.	Freight.
* s.s. KONIGSBURG, Capt. Christiansen	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 10th December.	Freight and Passage.
s.s. AMERIA, Capt. Burmeister	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 24th December.	Freight.

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For further particulars as to Freight, Passage, etc., apply to

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Hongkong, 29th September, 1899. 13

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES
* IDZUMI MARU, M. J. Curnow	VICTORIA, B.C. AND SEATTLE, U.S.A.: VIA KOBE & Y'HAMA	MONDAY, 20th November, at 4 P.M.
BINGO MARU, G. E. T. Cook	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	FRIDAY, 17th November, at NOON.
KOSAI MARU, J. Nagao	VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WEIHAIWEI, CHEFOO, CHEMULPO, & NAGASAKI	THURSDAY, 23rd November, at NOON.
KASUGA MARU, E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE	FRIDAY, 24th November, at 4 P.M.

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A. S. MIHARA,
Manager.

Hongkong, 1st May, 1899. [12

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CITY OF LONDON	3,229	R.W. Scarff	Nov. 18	MONMOUTHSHIRE	2,874	W. A. Evans	Dec. 23
QUEEN ADELAIDE	2,832	F. McNair	Nov. 25	ABERGELDIE	3,777	J. Murray	Jan. 27
SAINT IRENE	2,577	W. Attree	Dec. 9				
CITY OF DUBLIN	3,323	T. E. Rae	Dec. 30				

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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.		SAILING DATES.
KÖNIG ALBERT	WEDNESDAY	13th December
PRINZ HEINRICH	WEDNESDAY	27th December
PREUSSEN	WEDNESDAY	10th January
KARLSRUHE	WEDNESDAY	24th January
SACHSEN	WEDNESDAY	7th February
OLDENBURG	WEDNESDAY	21st February
BAYERN	WEDNESDAY	7th March
STUTTGART	WEDNESDAY	21st March
KÖNIG ALBERT	WEDNESDAY	4th April
WEIMAR	WEDNESDAY	18th April
PRINZ HEINRICH	WEDNESDAY	2nd May
PREUSSEN	WEDNESDAY	16th May
HAMBURG (Hamburg Amerika Linie)	WEDNESDAY	30th May

ON WEDNESDAY, the 13th day of December, 1899, at NOON, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain O. Cüppers, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 12th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD,

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 7th November, 1899. 8

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	Hector	Brit. str.	Barr	Butterfield & Swire	To-day.
LONDON VIA SUEZ CANAL	Glenshiel	Brit. str.		McGregor Bros. & Gow	On 20th inst.
LONDON VIA SUEZ CANAL	Machaon	Brit. str.	Hannah	Butterfield & Swire	On 28th inst.
LONDON, &c., VIA PORTS OF CALL	Bengal	Brit. str.	S. Barcham	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON	Shanghai	Brit. str.	F.C.A. Lyon, R.N.R.	P. & O. S. N. Co.	On or about 16th inst.
LONDON	Malacca	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	On or about 30th inst.
MARSEILLES, &c., v. PORTS OF CALL	Sydney	Fren. str.	Aubert	Messageries Maritimes	On 18th inst., at NOON.
MARSEILLES, HAVRE & H'BURG	Saevia	Ger. str.	Förck	Carlowitz & Co.	On 19th inst.
MARSEILLES, &c., v. S'PORE &c.	Bingo Maru	Jap. str.	G. E. T. Cook	Nippon Yusen Kaisha	On 17th inst., at Noon.
BREMEN VIA PORTS OF CALL	König Albert	Ger. str.	O. Cüppers	Melchers & Co.	On 13th Dec., at NOON.
HAVRE & HAMBURG	Sibiria	Ger. str.	Bleun	Carlowitz & Co.	On 18th inst.
HAVRE & HAMBURG	Konigsberg	Ger. str.	Christiansen	Carlowitz & Co.	On or about 10th Dec.
HAVRE & HAMBURG	Ambria	Ger. str.	Burmeister	Carlowitz & Co.	On or about 24th Dec.
HAVRE & HAMBURG	Bamberg	Ger. str.	Mayer	Carlowitz & Co.	On or about 28th inst.
VANCOUVER, v. SHANGHAI, &c.	Empress of India	Brit. str.	O.P. Marshall, R.N.R.	Canadian Pacific R. Co.	On 22nd inst.
VICTORIA, B.C., v. SHANGHAI, &c.	City of London	Brit. str.	R. W. Scarff	Dodwell & Co., Limited	On 18th inst.
VICTORIA, B.C., & SEATTLE, &c.	Idzumi Maru	Jap. str.	M. J. Curnow	Nippon Yusen Kaisha	On 20th inst., at 4 P.M.
PORTLAND, OREGON, &c.	Monmouthshire	Brit. str.		Dodwell & Co. Limited	On 23rd Dec.
S. FRANCISCO v. SHANGHAI, &c.	Gaelic	Brit. str.		O. & O. S. S. Co.	On 30th inst., at Noon.
SAN FRANCISCO VIA KOBE, &c.	Algoa	Amer. str.		Pacific Mail S. S. Co.	On 21st inst., at Noon.
SAN FRANCISCO VIA S'HAI, &c.	America Maru	Jap. str.		Toyo Kisen Kaisha	To-day, at Noon.
SAN DIEGO VIA N'SAKI, KOBE, &c.	Lady Joicey	Brit. str.		Butterfield & Swire	On or about 20th inst.
PHILADELPHIA & NEW YORK	St. Mark	Amer. ship	Dulley	Arnhold, Karberg & Co.	Quick despatch.
BALTIMORE & NEW YORK	Rouse	Amer. ship	Whitmore	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK	Adolph Obrig	Amer. ship	Amsbury	Arnhold, Karberg & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	St. Jerome	Brit. str.		Dodwell & Co. Limited	On 16th inst.
NEW YORK VIA SUEZ CANAL	Moyune	Brit. str.	Conradi	Sherman, Tomes, & Co.	On 20th inst.
NEW YORK	Mary L. Cushing	Amer. ship	Pendleton	Carlowitz & Co.	On or about 23rd Dec.
AUSTRALIAN PORTS	Gathrie	Brit. str.	McArthur	Gibb, Livingston & Co.	On 18th inst., at 4 P.M.
AUSTRALIAN PORTS	Chiansha	Brit. str.	Moore	Butterfield & Swire	On 16th inst.
AUSTRALIAN PORTS	Kasuga Maru	Jap. str.	E. W. Haswell	Nippon Yusen Kaisha	On 24th inst. at 4 P.M.
V'STOCK, VIA SWATOW, AMOY, &c.	Kosai Maru	Jap. str.	J. Nagao	Nippon Yusen Kaisha	On 23rd inst., at Noon.
SHIMONOSEKI & KOBE	Chingtu	Brit. str.	Williams	Butterfield & Swire	On 23rd inst.
S'HAI, N'SAKI, HIOGO & Y'HAMA	König Albert	Ger. str.	O. Cüppers	Melchers & Co.	Quick despatch.
SHANGHAI & KOBE	Vindobona	Aus. str.	C. Ballen	Sander, Wieler & Co.	To-morrow, P.M.
SHANGHAI	Coromandel	Brit. str.	F.W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 25th inst.
SHANGHAI	Nankin	Brit. str.	C.D. Bennett, R.N.R.	P. & O. S. N. Co.	On or about 16th inst.
AMOY	Belleorphon	Brit. str.	Lyons	Butterfield & Swire	On 17th inst.
SWATOW, AMOY & TAMSUI	Tamsui Maru	Jap. str.	K. Sobajima	Mitsui Bussan Kaisha	On 19th inst., at Daylight.
SWATOW, AMOY & TAMSUI	Formosa	Brit. str.	Douglas	Douglas Lapraik & Co.	To-morrow, at Daylight.
SWATOW	Haimun	Brit. str.	Hodgins	Douglas Lapraik & Co.	To-day, at 10 A.M.
MANILA VIA AMOY	Salvadora	Span. str.	Goitisolo	Brandao & Co.	To-morrow, at Noon.
MANILA	Sungkiang	Brit. str.	Moore	Butterfield & Swire	To-morrow.
MANILA	Legazpi	Span. str.	A. Yribar	Lizarraga Hermanos	To-day, at Noon.
MANILA	Chaogsha	Brit. str.	Moore	Butterfield & Swire	On 16th inst.

VESSELS ON THE BERTH

HONGKONG & MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LEGAZPI,"

Captain A. Yribar, will be despatched as above TO-DAY, the 14th instant, at NOON.

The attention of passengers is directed to the Superior Accommodation offered by this steamer. The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to—

LIZARRAGA HERMANOS,
Agents,
No. 6, Beaconsfield Arcade.

Hongkong, 13th November, 1899. [2841

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched as above TO-DAY, the 14th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th October, 1899. [2522

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO, AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT,"

of the NORDDEUTSCHER LLOYD, Captain O. Cüppers, due here with the outward German Mail about the 14th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.
Agents.

Hongkong, 11th November, 1899. 8

FOR MANILA VIA AMOY.

(Taking Cargo at through rates for ILOILO and CEBU.)

THE Steamer

"SALVADORA,"

Captain Goitisolo, will be despatched as above TO-MORROW, the 15th inst., at NOON.

For Freight or Passage, apply to

BRANDAO & Co.,
Agents.

Hongkong, 13th November, 1899. 2842

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"VINDOBONA,"

Captain C. Ballen, will leave for the above places TO-MORROW, the 15th inst., P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO.,
Agents

Hongkong, 9th November, 1899

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above TO-MORROW, the 15th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th November, 1899. 2818

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. JEROME,"

will be despatched for the above port on THURSDAY, the 16th November and will be followed by the Steamship

"AFGHANISTAN."

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 1st November, 1899. 2694

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on THURSDAY, the 16th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th November, 1899. 2766

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on THURSDAY, the 16th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versa*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th November, 1899. 2768

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, Nov. 14, 1899, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Dec. 9, 1899, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	WEDNES., Jan. 3, 1899, at NOON.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 14th November, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 20th October, 1899. 15

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"BELLEROPHON."

Captain Lyons, will be despatched as above on FRIDAY, the 17th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th November, 1899. [2819

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched for the above ports on SATURDAY, the 18th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and *vice versâ*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 2nd November, 1899.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 19th instant, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th November, 1899. [1610

VESSELS ON THE BERTH.

WEST RIVER SERVICE.

THE New Twin Screw Steamers

"SAMSHUI"
"WUCHOW"

will be despatched alternately from MESSRS. DOUGLAS LAPRAIK & CO.'S WHARF at 3 P.M. on MONDAYS, WEDNESDAYS, and FRIDAYS for Wuchow, calling at Kongmoon, Kamchuck, Samshui, Shui Hing, and Fak Hing.

Both Vessels have superior accommodation for Saloon Passengers.

Fares, including Sleeping Berth and Meals,

Hongkong to Samshui Single Fare		$10.00
" " " Return	"	17.50
" " Wuchow Single	"	20.00
" " Return	"	35.00

The attention of passengers is drawn to the magnificent scenery on the West River. Arrangements can be made for the steamers to stop at Shui Hing to enable passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further information apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th October, 1899. [2622

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 18th November, 1899, at NOON, the Company's Steamship "SYDNEY," Captain Aubert, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in Hongkong for Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 17th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th November, 1899. [2

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

ALGOA (via Kobe, Yokohama, and Honolulu)	TUESDAY, Nov. 21, 1899, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Dec. 16, 1899, at NOON.

THE Chartered Steamer "ALGOA" will be despatched for SAN FRANCISCO, VIA KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 21st November, 1899, at NOON.

For cargo only.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 26th October, 1899. 3

VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY COY.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 22nd Nov., 1899
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 20th Dec., 1899
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 17th Jan., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street

Hongkong, 28th October, 1899. [9

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MOYUNE,"

Captain Conradi, will be despatched for the above port on MONDAY, the 20th inst.

To be followed by the S.S. "ASAMA" on or about 24th December.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 13th November, 1899. [2340

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI AND KOBE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on THURSDAY, the 23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th November, 1899. [2779

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 25th November, at NOON, taking passengers and Cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Cargo will be received on board until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 13th November, 1899. [1

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MACHAON,"

Captain Hannah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th October, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Nov. 30, 1899, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, Dec. 23, 1899, at NOON.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 30th November, 1899, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

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J. S. VAN BUREN, Agent.

Hongkong, 6th November, 1899. [4

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